

SUPPLEMENTAL AGENDA ITEM 8a

Major Projects Committee

November 12, 2009

Location:

**The Super Chief Conference Room
1170 West 3rd Street, 2nd Floor, San Bernardino, CA**

Discussion Calendar

Program Support/Council of Governments

9. Fiscal Year 2011 Federal Appropriations Process and Project Nominations

Approve the federal appropriations project nominations as listed in Attachment #1.
Jennifer Franco

This item is being presented to the Major Projects Committee, the Administrative Committee and the Mountain/Desert Committee and has not received prior policy committee review. This item was not available at the time of agenda mailing.

Minute Action

SUPPLEMENTAL AGENDA ITEM: 8a

Date: November 12, 2009

Subject: Fiscal Year 2011 Federal Appropriations Process and Project Nominations

Recommendation:* Approve the federal appropriations project nominations as listed in Attachment #1.

Background: Each year, SANBAG adopts projects to present to our Congressional delegation for inclusion in the transportation appropriations bill, specifically known as the Transportation Housing and Urban Development (THUD) bill. This item recommends projects for adoption by the Board and establishes regional project priorities for SANBAG's D.C. Advocacy strategy.

Evaluation of the Appropriations Process

SANBAG is guided by its board approved legislative program to seek legislative remedies for transportation policies and for the funding of transportation infrastructure projects. Additionally, SANBAG annually adopts a list of specific projects to advocate for as a part of the federal appropriations process. Since the passage of SAFETEA-LU, SANBAG staff – along with the assistance of Van Scoyoc Associates, SANBAG's federal advocates – has tracked a trend whereby earmarks for discretionary funding provided by the annual appropriations process continue to be extremely competitive.

- FY 2007: Congress did not complete a transportation appropriations bill, choosing to fund programs through a year-long Continuing Resolution. In the

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Approved
Major Projects Committee

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

absence of legislation, discretionary spending was left to the Department of Transportation.

- FY 2008: SANBAG received over \$4 million in earmarked funds in the transportation appropriations bill. This was in addition to the FY 2008 funding provided by SAFETEA-LU, the current surface transportation bill.
- FY 2009: The entire SANBAG region received over \$6.6 million for projects in addition to funding allocations authorized by SAFETEA-LU.
- FY 2010: THUD bill still in conference committee awaiting passage.

SANBAG's Congressional delegation includes Senator Feinstein, Senator Boxer, Congressman Baca, Congressman Dreier, Congressman Lewis, Congressman McKeon and Congressman Miller. For the FY 2010 appropriations bill, most of our Congressional delegates supported one to three of this region's requests for discretionary funds.

Current Political Factors Affecting the Appropriations Process

Transportation as a key funding and policy issue continues to be a low Congressional priority, as evidenced by the following:

- Transportation as a federal priority continues to fall below other legislative priorities in Congress.
- When earmarks are provided in a given THUD appropriations bill, the number and the amount of such earmarks continues to shrink.
- The Highway Trust Fund continues to fall short of funding needs as mandated by SAFETEA-LU; the fund is nearly bankrupt.
- SAFETEA-LU expired on September 30, 2009 with little Congressional action to adopt a new authorization bill; a continuing resolution (CR) extends government programs and funding through December 18, 2009, with rumors of either a six or 18 month extension to follow.

SANBAG's Recommendations for FY2011 Appropriations

Due to the state of the Highway Trust Fund, SANBAG recommends the Board to advocate for a permanent solution to keep the fund solvent.

Staff also recommends that SANBAG continues partnering with Metrolink to seek funds for Positive Train Control, with a mandated completion date in 2012.

Additionally, SANBAG recommends the Board to continue advocating for the same projects submitted to Congress last year for discretionary funds to illustrate a continued need for these earmarks. The recommended regional priority projects also include four new projects; these projects were selected based on the Board approved Nexus Study and Measure I expenditure plan to fund projects nearest construction first and based on the likelihood of leveraging other funding sources.

The projects listed below, reflect the Board's previous direction to address delay and congestion relief along major highway corridors – those corridors being SR-60, I-10, I-15 and I-215 – and receive additional specialized funds for other projects of regional benefit where potential federal monies could help advance a project to the next phase. These projects are also consistent with SANBAG's Nexus Study for listed interchange projects.

FY2011 Federal Appropriations – Staff Recommendation

Congressional District	Project	Amount Requested
Baca	I-10 Corridor: Cherry/Citrus Improvement Project	\$3 million
Baca	San Bernardino sbX Project	\$4 million
Baca	Metrolink 1 st Mile Extension	\$2 million
Baca	I-215 Corridor South: Bi-County Project	\$4 million
Dreier	I-15 Corridor: Base Line Interchange	\$1.5 million
Dreier	I-15 Corridor: Devore Interchange Improvements	\$5 million
Lewis	Victor Valley Corridor to Yucca Loma Bridge	\$2 million
Lewis/McKeon	I-15 Corridor: La Mesa Nisqualli Interchange	\$5 million
Lewis/McKeon	I-15 Corridor: Ranchero Rd. Interchange	\$3 million
McKeon	HDC: Development and Interchange, Phase I	\$5 million
Miller	SR 60: Central Avenue Interchange	\$6 million

Please recognize that when this list of projects is submitted to Congress, SANBAG officials will be asked by our delegation offices to rank them in terms of priority importance. The list of recommended projects is currently listed in priority order by Congressional district. Senators Feinstein and Boxer, will only receive three project requests maximum; staff recommends submitting I-215/I-15

Devore Interchange, I-10: Cherry/Citrus Interchange, and the High Desert Corridor/I-15 Interchange.

During the Board's review of the recommended projects for nomination in the THUD bill, it is important to note that the annual appropriations process is extremely competitive and that projects submitted to Congress for federal appropriation are typically smaller requests than projects submitted for the multi-year transportation authorization bill.

Support of Other Local Projects

During the appropriations season, SANBAG typically receives requests from member jurisdictions to support projects other than those adopted by the SANBAG board. As project nominations are submitted to Congress for inclusion in the FY 2011 THUD bill, Congressional delegates may require that SANBAG verify if a project is listed in the Federal State Transportation Improvement Program and Regional Transportation Plan. If requested, SANBAG's process to provide letters on behalf of member jurisdictions will: (1) be provided for projects that are described in the federally adopted regional transportation plan; and (2) identify if a project is a SANBAG regional priority project or if it is a project of local need.

Additional Notes about the Appropriations Process

The annual federal appropriations process is undertaken each year by Congress and typically begins in late-January when Congressional delegations begin to accept projects to consider for inclusion in an appropriations bill. The appropriations process is directly linked to discretionary spending as it pertains to congressional budget authority subject to annual funding decisions.

The federal fiscal year (FY) begins each October 1st and ends each September 30th and so the appropriations bill is advocated for one year in advance. For example, in 2010, SANBAG will begin advocating for discretionary spending requests to be included in the Fiscal Year 2011 THUD bill.

In reviewing the appropriations process, it is important to understand the difference between the terms "authorization" and "appropriation." An authorization establishes continues or modifies a program or grant authority for

a given program to do something; similar to approving money to go into a federal checking account for a specific program. An appropriation, however, is specific budget authority for the program or agency to withdraw a specific amount of funds from the federal Treasury to do what is authorized to do; similar to “writing a check” on the federal checking account. More specifically, and this process pertains to transportation, the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), which is a federal transportation authorization bill, directs spending that is appropriated on an annual basis. The annual appropriations process “writes the check” for projects and funding levels authorized by SAFETEA-LU and may also appropriate additional discretionary funds.

Financial Impact: Funding for SANBAG’s legislative program is consistent with the adopted SANBAG Budget Task No. 50310000. While there is no budgetary impact of this item, the results of SANBAG’s project prioritization and advocacy is intended to generate millions of additional transportation funds for the county’s regional priority projects.

Reviewed By: This item is scheduled for review by the Administrative Committee on November 18, 2009; the Major Projects Committee on November 12, 2009; and by the Mountain/Desert Committee on November 20, 2009.

Responsible Staff: Jennifer Franco, Director of Intergovernmental and Legislative Affairs

ATTACHMENT #1

SANBAG STAFF RECOMMENDATION FOR FEDERAL APPROPRIATIONS

FY 2011 Federal Appropriations Cycle

During recent SANBAG Board meetings, Board members have stressed the importance of advocating for federal funds in a systematic approach, particularly in cases where federal funds might be used to leverage state funds, such as Proposition 1B and Measure I monies. The federal appropriations process is just one opportunity to seek funds from the federal government and, typically, Congressional members would like the money to be expended during the year funds are allocated. Mindful of the Board's direction, and in preparation for the next appropriations cycle for federal Fiscal Year (FY) 2011, the following projects are recommended for inclusion in SANBAG's Federal Advocacy Plan:

FY 2011 Federal Appropriations – SANBAG Staff Recommendation

Congressional District	Project	Amount Requested
Baca	I-10 Corridor: Cherry/Citrus Improvement Project	\$3 million
Baca	San Bernardino Rapid Bus Project: sbX	\$4 million
Baca/Lewis	I-215 Corridor South: Bi-County Project	\$4 million
Baca	MetroLink 1 st Mile Extension Program	\$2 million
Dreier	I-15 Corridor: Devore Interchange Improvements	\$5 million
Dreier	I-15 Corridor: Base Line Interchange	\$3 million
Lewis	Needles Highway (Public Lands Funds)	\$5 million
Lewis	I-15 Corridor: Ranchero Rd. Interchange	\$3 million
Lewis	Nisqualli/La Mesa Corridor to Yucca Loma Bridge	\$2 million
McKeon	High Desert Corridor/I-15 Interchange Project	\$5 million
McKeon	I-15 Corridor: La Mesa Nisqualli Interchange	\$5 million
Miller	SR-60 Central Ave. Overpass Widening and Ramp Improvements	\$6 million

ATTACHMENT #1

SANBAG STAFF RECOMMENDATION FOR FEDERAL APPROPRIATIONS

FY 2011 Federal Appropriations Cycle

- ***I-10 Corridor: Cherry/Citrus Improvement Project***
\$3 million (Baca)

Project Description

The portion of the Interstate 10 (I-10) Corridor that is located in San Bernardino County currently has the single greatest amount of vehicular delay of any interchange within the 43rd Congressional District and provides access to the heavy industrial areas of Ontario, Fontana, Rialto, Colton and San Bernardino County. This project will make operational and safety improvements to the city of Fontana. This project will increase traffic capacity along I-10 and greatly reduce traffic congestion. Additionally, the Cherry/Citrus Interchange Improvement Project will:

- Replace the existing five-lane Cherry Ave. Bridge over I-10 with an eight-lane bridge and add one lane to each ramp.
- Replace the existing four-lane Citrus Ave. Bridge over I-10 with a seven-lane bridge and add one lane to each ramp.
- Improve Cherry/Slover Intersection and Cherry/Valley Intersection.

Project History

The CTC approved the TCIF Baseline Agreements for these projects at its October 2008 meeting.

Project Status

Final Design (Plans, Specifications, and Estimates (PS&E)) started in May 2008 "at risk" and is ongoing. Final design started prior to environmental approval is considered at risk. SANBAG is the lead agency for PS&E. Environmental phase (Project Approval/Environmental Document (PA/ED)) is also ongoing concurrently with final design. PA/ED was preformed and completed by the city of Fontana in December 2008. PA/ED was preformed and completed by the County of San Bernardino in February 2009. SANBAG has initiated the final design consultant contract and has obtained preliminary bridge and overhead construction obtained type selection approval by Caltrans. Both interchanges are recipients of TCIF funding for construction. The California Transportation Commission approved the Trade Corridors Improvement Fund (TCIF) Baseline Agreements for these projects at its October 2008 meeting.

Budgetary Estimate Summary (in \$000's)

Study Report	Fontana/Caltrans
Project Report	Fontana/County/Caltrans
Project Phase	PA/ED with concurrent Final Design
Construction Start Date	Citrus: April 2011 Cherry: August 2011
Number of possible jobs	100
Project Cost	Citrus: \$55 million Cherry: \$76 million
Est. Total Project Cost:	\$131 million (in 2010 dollars)

Funding Summary (in \$000's)

<u>I-10 / Cherry Ave Funding Summary</u>	
State – STIP	\$3,908
State – TCIF	\$30,773
County	\$3,726
Measure I	\$2,096
Various – to be resolved	\$36,368
Total:	\$76,871

I-10 / Citrus Ave Funding Summary

State – STIP	\$3,238
State – TCIF	\$23,601
City	\$ 1,980
County	\$ 20
Various – to be resolved	\$ 25,618
Total:	\$ 54,457

SANBAG STAFF RECOMMENDATION FOR FEDERAL APPROPRIATIONS

FY 2010 Federal Appropriations Cycle

- ***San Bernardino Rapid Bus Project: sbX***
\$4 million (Baca)

Project Description

The San Bernardino Valley Express (sbX) will be the first of its kind to operate in the cities of San Bernardino and Loma Linda. sbX is a bus rapid transit (BRT) that will operate along "E" Street corridor between California State University, San Bernardino and Loma Linda University and the Jerry L. Pettis Memorial VA Medical Center in Loma Linda. BRT is a new high-tech, user-friendly system that will offer more frequent service, fewer stops, and higher average speeds than traditional bus service. The service will also connect with Omnitrans Rialto and E transit center in San Bernardino which will be connected with Metrolink commuter and the Redlands Passenger Rail trains as well as a potential connection with the California High Speed Rail.

Project History

In December 2005, a Major Investment Study was completed which resulted with Omnitrans, the City of San Bernardino, and the San Bernardino Associated Governments (SANBAG), adopting and approving the Locally Preferred Alternative (LPA). The LPA is the proposed alignment selected by several stakeholders and the general public whom were all involved in the two year process of selecting the LPA.

Project Status

SANBAG staff recommends requesting \$4.0 million for the construction portion of the project.

Funding Summary

\$ 400,000 in FY06 FTA Section 5307

\$2,400,000 in FY07 FTA Section 5307

Est. Total Project Cost: \$192 million*

*Est. total project cost will be updated in January)

SANBAG STAFF RECOMMENDATION FOR FEDERAL APPROPRIATIONS

FY 2010 Federal Appropriations Cycle

I-215 Corridor South: Bi-County Project

\$4 million (Baca/Lewis)

Project Description

SANBAG and the Riverside County Transportation Commission (RCTC), in cooperation with Caltrans, are planning to construct a High Occupancy Vehicle (HOV) lane in each direction of Interstate 215 (I-215). The proposed project would connect and close the gap between two separate HOV projects namely, the I-215 Reconstruction to the north and the State Route 91 (SR-91) HOV Project to the south. The SR-91 HOV improvements are scheduled to begin construction in 2010. The first phase of the I-215 HOV lanes to the north is currently under construction. The completion of this HOV gap closure will provide a continuous HOV lane from San Bernardino to the City of Artesia near Interstate 110 (I-110) in Los Angeles County via the I-215 and SR-91. Once constructed, this project will complete an approximately 70-mile HOV system.

This HOV lane gap closure project is located between the I-215/State Route 60 (SR-60)/SR-91 Interchange to the south and the Orange Show Road Interchange to the north, which is immediately north of Interstate 10 (I-10). The HOV lane gap closure project includes construction of approximately 7.5 miles of HOV lanes in the existing median with minimal outside widening and median barrier replacement. Other work associated with the project is replacement of the existing Burlington Northern Santa Fe Railroad (BNSF) and Union Pacific Railroad (UPRR) underpasses between the Iowa/La Cadena and the Barton Road Interchanges and widening of the I-215 bridges over the UPRR tracks south of I-10, over I-10, and over the Santa Ana River. There are no new acquisitions expected with the project.

Project History

Improvements along this portion of I-215 originally consisted of the addition of a mixed-flow lane and HOV lane; however, the need to deliver much needed transportation congestion relief and route continuity with the I-215 corridor improvements to the north and SR-91 improvements to the south prompted the need to down scope the project. Approved by the SANBAG board of directors in February 2009, the general consensus was to move forward with the addition of the HOV lane to close the gap between the HOV systems to the north and the south and construct the mixed-flow lane in the future.

Project Status

Preliminary design and environmental technical studies are underway. The Project Approval and Environmental Document (PA/ED) phase is expected to be completed in early 2011 and award of construction contract in mid-2012. Construction is expected to last about two years.

Additional Project Information

RCTC, as a partner agency, has agreed to share the project costs with SANBAG. Current estimates indicate that RCTC's share will roughly be between 18-25% of the total project cost. Remaining balance will be funded with future Federal, State, and Local funds.

Budgetary Estimate Summary (in \$000's)

PE	\$16,400
ROW	\$10,000
Construction	\$133,790
Est. Total Project Cost:	\$160 million

Funding Summary (in \$000's)

Measure I	\$23,000
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SANBAG STAFF RECOMMENDATION FOR FEDERAL APPROPRIATIONS

FY 2010 Federal Appropriations Cycle

- ***Metrolink 1st Mile Extension Program***
\$2 million (Baca)

Project Description

This project will reconstruct rail infrastructure on the existing Redlands Subdivision and City of San Bernardino right-of-way to include double tracking between the San Bernardino Depot and the proposed station at Rialto and E Streets where a multi-modal transit center will be constructed. The total Project length is approximately one-mile per the locally preferred alternative in the Alternatives Analysis (AA) Report as adopted by the SANBAG Board of Directors.

The Redlands First Mile (Project) – The goal of the Project is to prepare preliminary and final engineering and environmental documentation/permitting necessary for SANBAG to bid, award, and construct the extension of Metrolink service from the San Bernardino Depot to a new proposed transit center at Rialto Ave. and E Street in the City of San Bernardino. In addition, right-of-way mapping of the entire Redlands Subdivision and transit oriented development assistance to cities along the route will be required as well as possible other on-call services.

Project History

As part of the on-going Redlands Passenger Rail Project Alternative Analysis, the extension of Metrolink to the Rialto Ave. and E Street transit center as the new Metrolink terminus station was adopted by the SANBAG Board as the local preferred alternative (LPA). The next phase of the project is to prepare engineering designs and environmental documentation. In order to accomplish this phase, SANBAG will publish an RFP for consulting services.

Project Status

Request for Proposals Open	October 2009
Proposal Due Date	December 2009
Award Consulting Contract	February 2010

Additional Project Information

The Consultant will be required to perform all professional and technical services necessary to prepare the environmental, engineering, and right-of-way documents for the Project. Coordination between SANBAG, SCRRA, BNSF, the cities of San Bernardino, Loma Linda, and Redlands, Omnitrans, Caltrans, and Consultant will be accomplished through a SANBAG Contract Manager, Mr. Mitchell A. Alderman, PE, Director of Transit and Rail Programs, or his designee.

Est. Total Project Cost: \$40 million

Funding Summary

It is anticipated that the Project will be completed using local or state funds. However, since federal funding is a potential for the Project, the Consultant will provide a team that may need to meet the SANBAG DBE and UDBE Goals and Commitments.

SANBAG STAFF RECOMMENDATION FOR FEDERAL APPROPRIATIONS

FY 2010 Federal Appropriations Cycle

- ***I-15 Corridor: Devore Interchange Improvements***
\$5 million (Dreier)

Project Description

This project will reconfigure the Interstate 15/Interstate 215 (I-15/I-215) Interchange to provide four lanes in each direction on the I-15 Corridor through the interchange. The planning effort also will review the viability of adding truck lanes along I-15 to by pass the interchange. Measure I funds from 2010-2040 are being advanced to start work on preliminary engineering and environmental approval. The budgetary cost estimate is based on the Project Study Report and reflects the cost at the time of construction. Funding for this project needs to be identified and secured prior to beginning the final design in 2011.

This project will reconfigure the I-15/I-215 Interchange to provide four lanes in each direction on the I-15 Corridor through the interchange. The planning effort also will review the viability of adding truck lanes along I-15 to bypass the interchange. Measure I funds from 2010-2040 are being advanced to start work on preliminary engineering and environmental approval. The budgetary cost estimate is based on the Project Study Report and reflects the cost at the time of construction. Funding for this project needs to be identified and secured prior to beginning the final design in 2011.

Project History

SANBAG has designated the widening of I-15 and the reconstruction of the Interstate 15/Interstate 215 Interchange in Devore as its highest priority through the Proposition 1B Trade Corridors Improvement Fund. This project will increase truck throughput and reduce delays in this heavily traveled section of San Bernardino County.

Project Status

In April 2008 the California Transportation Commission approved SANBAG's application for \$118 million of TCIF funding. The Project Study Report was approved in March 2009 and SANBAG is currently in the preliminary engineering phase of the project. We are evaluating design alternatives and working on the environmental clearance document. We anticipate this will take until 2011.

Budgetary Estimate Summary

Project Phase	Preliminary Engineering
Construction Start Date	November 2013
Est. Total Project Cost:	\$369 million

Funding Summary (in \$000's)

Measure I	\$7,075
State – TCIF	\$118,012
Future Federal, State, Local	\$243,466
Total:	\$368,553

SANBAG STAFF RECOMMENDATION FOR FEDERAL APPROPRIATIONS

FY 2010 Federal Appropriations Cycle

- *I-15 Corridor: Base Line Road Interchange*
\$3 million (Dreier)

Project Description

The Base Line Rd./I-15 Interchange is located just north of I-15/Foothill Blvd. Interchange – the most congested segment of I-15 between I-10 and Las Vegas. Current planned improvements include constructing a loop ramp for westbound Base Line Rd. to southbound I-15, and the replacement of the existing East Ave. overhead structure located north of the interchange, widening Base Line Rd. from 4 to 6 through lanes, and to provide two left turn lanes for eastbound Base Line to the northbound I-15 on-ramp.

Project History

The City has already invested \$6.2 million in local funds for right-of-way acquisition and \$1 million for preliminary engineering. All technical studies for the EIR have been completed and approved by Caltrans.

Project Status

SANBAG staff recommends requesting \$3 million for this project. The current estimated construction cost is \$30.4 million, and the total project cost is \$43.1 million. The total project cost includes the cost of preliminary engineering, acquiring right-of-way, and construction administration. The City of Rancho Cucamonga has already invested \$6.2 million in local funds for right-of-way acquisition and \$1 million for preliminary engineering. All technical studies for the Environmental Impact Report (EIR) have been completed and approved by Caltrans. The Initial Study/Environmental Assessment (IS/EA) has been submitted to FHWA, and authorization to circulate for public comment has been requested. Design began in February of 2009, and is expected to be completed by October of 2010. The design will be funded with a combination of local and Federal funds. Construction is expected to begin in January, 2011.

Funding Summary

Federal Appropriations (FY 2004) IMD	\$752,335
Federal Appropriations (FY 2005) IMD	\$861,300
Federal Appropriations (FY 2005) DBP	\$463,913
Federal Appropriations (FY 2008) IMD	\$679,140
Federal Appropriations (FY 2009) IMD	\$712,500
SAFETEA-LU (FY 2005-2009)	\$4,000,000
City funds (Development Impact Fees)	\$17,667,000
SBC Measure I (2010-2040)	\$18,000,000
Est. Total Project Cost:	\$43.1 million

SANBAG STAFF RECOMMENDATION FOR FEDERAL APPROPRIATIONS

FY 2010 Federal Appropriations Cycle

- *Needles Highway*
\$5 million (Lewis)

Project Description

Needles Highway is primarily a two-lane rural highway that runs north and south between the City of Needles and Laughlin, Nevada. Improvements to the highway are necessary for improved motorist safety, to reduce road flooding and wash-outs. Previously the State of Nevada had allocated \$14 million to the project, \$7 million of which is to be spent on the California segments. Because of increased project costs, Nevada Department of Transportation rescinded the \$7 million that was programmed for the California side to fund construction on the Nevada side of the highway.

Project History

SANBAG has allocated \$2,478,840 of Surface Transportation Program formula funds to the project, and the project has received \$5,834,701 in allocation of Public Lands and Highways funds. The project is included in SANBAG's Comprehensive Transportation Plan.

Project Status

The environmental approval should be complete by January 2012. Currently the project is funded through the environmental and design phases.

Budgetary Estimate Summary

Project Phase	PA&ED
Construction Start Date	2012
Est. Total Project Cost:	\$80 million

Funding Summary

Surface Transportation Program	\$2,478,840
Public Lands	\$5,834,701

SANBAG STAFF RECOMMENDATION FOR FEDERAL APPROPRIATIONS

FY 2010 Federal Appropriations Cycle

- ***I-15 Corridor: Ranchero Road Interchange***
\$3 million (Lewis)

Project Description

The Ranchero Road/Interstate 15 (I-15) Interchange Project proposes to construct a new over-crossing, entrance and exit ramps with Interstate 15 in Hesperia. East-west mobility and access to and from I-15 are among the most significant transportation deficiencies within the Victor Valley. With the completion of the Ranchero Rd. Burlington Northern Santa Fe Railroad Undercrossing and the Ranchero Rd./I-15 Interchange, Ranchero Rd. will ultimately be widened from two lanes (one lane each direction) to six lanes and will serve as a super arterial roadway providing improved east-west mobility and access to I-15 to residents of Hesperia.

Project History

Ranchero Road Interchange is one of three phases of the Ranchero Road Corridor Project, which has been the City's highest priority transportation capital improvement project for the past several years. This is a regionally significant project that will improve east-west traffic circulation in the Victor Valley, reduce vehicle miles travelled, and improve safety response times for emergency vehicles.

Project Status

The project is currently in the Plans, Specifications and Estimates (PS&E) phase and is estimated to cost \$80 million. The City has committed \$63 million of Development Impact Fees, Redevelopment Agency Bonds, and Local Measure I Pass-through Funds to the project, in addition to the \$7.979 million of Prop 1B STIP Augmentation funds that were allocated to the project by the SANBAG Board.

Project Phases

Phase I involves construction of a full-service interchange at Interstate 15, which will connect the improvements in phases II and III to the interstate system. This project is identified as Project SBD031279 in the Regional Transportation Improvement Program. National Environmental Policy Act (NEPA) clearance is anticipated in Spring 2010, with right-of-way acquisition to immediately follow, and design expected to be completed in late 2010. Construction can commence in 2010-2011. It is anticipated that this project will create up to 250 construction related jobs.

Phase II involves construction of a new undercrossing at the BNSF Railway right-of-way. This phase received environmental clearance from Caltrans, acting as NEPA delegate to the Federal Highway Administration. Right-of way acquisition has begun, and design is nearing completion. Construction is slated to begin in 2009.

Phase III involves widening five miles of Ranchero Road from the new undercrossing (through an unincorporated portion of San Bernardino County) to Interstate 15. Design of this phase is also underway at this time and is being done in cooperation with the County. Construction is tentatively scheduled for 2009-10.

Interchange Budgetary Estimate Summary (in 000's)

Project Approval/Environmental Document	\$ 1,260
Final Design	\$ 3,315
Right of Way	\$15,550
Construction	\$60,000
Est. Total Project Cost:	\$80,125

Interchange Funding Summary (in 000s)

Local – City (RDA, DIF)	\$54,506
Measure I MLHP	\$ 7,979
Measure I Local Streets	\$ 8,598
State - STIP	\$ 7,034
Federal – Demo	\$ 2,008
Total Funds Committed:	\$80,125

SANBAG STAFF RECOMMENDATION FOR FEDERAL APPROPRIATIONS

FY 2010 Federal Appropriations Cycle

- **Nisqualli/La Mesa Corridor to Yucca Loma Bridge**
\$2 million (Lewis)

Project Description

This project will create an alternate east/west corridor that will provide congestion relief for the I-15 Interchanges at Bear Valley Road and Palmdale Road, as well as State Route 18 at D Street in Victorville. In addition, the Yucca Loma Bridge will provide the Town of Apple Valley with another crossing of the Mojave River and connect the urban/commercial cores of Victorville and Apple Valley. Starting at the corridor's east end, Yucca Loma Road will connect to Yates Road, and then connect to Hesperia Road via a newly constructed extension to Green Tree Boulevard and bridge over the Burlington Northern Santa Fe railroad tracks. Drivers will have easy access to Interstate 15 via the new interchange at LaMesa/Nisqualli Road and the existing Palmdale Road interchange on the west end of the corridor.

Project History

This is a regionally significant project that will improve east-west traffic circulation in the Victor Valley, reduce vehicle miles travelled, and improve safety response times for emergency vehicles. The interchange portion of the project will serve as a conduit across the freeway and help disperse traffic from existing interchanges that were not designed to accommodate the massive population growth and commercial development that has occurred in the Victor Valley in the past decade.

Project Status

Three agencies: the Town of Apple Valley, the County of San Bernardino, and the City of Victorville, are working together toward the design and construction of the Corridor. There are three phases of the project.

Project Phases

Phase I involves construction of the Yucca Loma Bridge over the Mojave River and improvements to Yucca Loma Road east of the bridge. The lead agency is the Town of Apple Valley. Approval of the Environmental Documents is expected in Fall 2009. Construction is scheduled to begin in June 2010.

Phase II involves widening of the existing Yates Road in an unincorporated portion of San Bernardino County west of the Yucca Loma Bridge. The design phase has begun.

Phase III involves construction of a bridge and road between Ridgcrest Road and Hesperia Rd. in the City of Victorville. The bridge will be an overpass over existing BNSF tracks and the road will be constructed near the existing Coad Road.

PHASE I: Yucca Loma Bridge and Yucca Loma Road Improvements

Budgetary Estimate Summary (in 000's)

Engineering Design	\$ 3,100
Right of Way	\$ 34
Construction	\$ 47,776
Est. Total Cost:	\$ 50,910

PHASE II: Yates Road

Budgetary Estimate Summary (in 000's)

Engineering Design	\$ 1,200
Right of Way	\$ 1,050
Construction	\$ 15,750
Est. Total Cost:	\$ 18,000

PHASE III: Green Tree Blvd. Extension

Budgetary Estimate Summary (in 000's)

Engineering Design	\$ 2,840
Right of Way	\$ 2,120
Construction	\$ 27,160
Est. Total Cost:	\$ 32,120

SANBAG STAFF RECOMMENDATION FOR FEDERAL APPROPRIATIONS

FY 2010 Federal Appropriations Cycle

High Desert Corridor/I-15 Interchange Project

\$5 million (McKeon)

Project Description

The High Desert Corridor/I-15 Interchange is the first segment of a new highway linking the Victor Valley in San Bernardino County with the Antelope Valley in Los Angeles County. This project will provide new freeway access from the I-15 freeway to U.S. 395 and will provide new highway access to Southern California Logistics Airport (formerly George Air Force Base).

This project will enhance plans to expand the multi-modal capability for goods movement, with the added benefit of ultimately creating 10,000 jobs. The project is currently estimated to cost \$900 million to construct from US-395 in Adelanto to SR-18 in Apple Valley. The project is currently in the Project Approval & Environmental Document phase.

Project History

The Antelope and Victor Valleys continue to experience explosive population growth, deficient highway infrastructure, and impacts from truck related goods movement that bypass the Los Angeles area's more congested freeways. The HDC first received funding in TEA21 for the section between U.S. 395 in Adelanto and State Route (SR) 18 in Apple Valley. SAFETEA-LU designated a portion of HDC as E-220, however no funding accompanied the designation.

Project Status

SANBAG requests \$5 million for costs associated with planning and design implementation for this interchange. Local match from Apple Valley/Victorville for Federal Funds have been received in the amount of \$2,460,000. SANBAG's "Nexus Study," a study to determine the fair share contributions from new development, identified \$38,220,000 in development mitigation funds for this project.

Additional Project Information

While SANBAG's advocacy effort focuses on support for funding for this interchange, SANBAG also supports efforts to utilize public-private partnerships (P3's) authority to provide a broader array of funding types to support the delivery of this project and the adjoining High Desert Corridor.

Budgetary Estimate Summary (in \$000's)

Project Status	PA&ED Phase
Project Phase	Current phase of project is in PA&ED
Construction Start Date	2017
Est. Total Project Cost:	\$900 million

Funding Summary

TEA-21 (Lewis)	\$7,500,000 – Phase I
SAFETEA-LU (Lewis)	\$4,000,000 – Phase I
SAFETEA-LU (McKeon)	\$ 800,000 – Phase II
2005 Federal Appropriations CBP (Lewis)	\$3,000,000 – Phase I
2006 Public Lands (FHWA)	\$2,000,000 – Phase I

SANBAG STAFF RECOMMENDATION FOR FEDERAL APPROPRIATIONS

FY 2010 Federal Appropriations Cycle

- ***I-15 Corridor: La Mesa/Nisqualli Interchange***
\$5 million (McKeon)

Project Description

This project connects La Mesa Road on the west side of Interstate 15 with Nisqualli Road on the east side by constructing an over-crossing and interchange connection to Interstate 15 at what has become the urban/commercial core of the Victor Valley. The interchange will also serve as one of the phases of a new east-west corridor in the middle of the Victor Valley linking Interstate 15 with the unincorporated community of Spring Valley Lake and the Town of Apple Valley.

The LaMesa/Nisqualli Interchange, situated between two major interchanges, Bear Valley Road and Palmdale Road (SR18 West), will also relieve congestion at both that were not constructed to accommodate the massive population growth and commercial development that has occurred in the Victor Valley in the past decade.

The design and right of way phases are fully funded. The design is at 90% completion. Right of way certification is scheduled for Spring, 2010. The construction contract is scheduled for award in Summer, 2010. SANBAG's "Nexus Study", which determines the fair share contributions from new development, identifies \$30 million in development mitigation funds for the construction phase. The remaining \$25 million public share of the construction cost needs funding.

Budgetary Estimate Summary (in 000's)

Project Approval/Environmental Document	\$ 1,070
Final Design	\$ 5,180
Right of Way	\$24,560
Construction	\$60,000
Est. Total Project Cost:	\$90,810

Funding Summary (in 000s)

Local – City	\$44,030
State – STIP	\$11,530
Federal Funding:	
Demo	\$ 1,200
Demo-ISTEA	\$ 4,823
RSTP-L	\$ 3,800
Section 115	\$ 250
Total Funds Committed:	\$65,633
 Total Funds Needed:	 \$25,177

SANBAG STAFF RECOMMENDATION FOR FEDERAL APPROPRIATIONS

FY 2010 Federal Appropriations Cycle

- **SR-60 Central Ave. Overpass Widening and Ramp Improvements**
\$6 million (Miller)

Project Description

The Central Avenue interchange at State Route 60 (SR-60) is located at the north entrance of the City in a fully developed commercial area. Traffic congestion on the SR-60 puts major pressure on this regional roadway and the Cities of Chino and Montclair.

The State of California, Department of Transportation (Caltrans) is planning on widening SR-60 to accommodate one additional lane in each direction. This improvement requires widening of the Central Ave. Bridge crossing SR-60 Freeway to accommodate for widening of the ramps and the designated freeway lanes. Three alternatives are proposed by Caltrans to reduce congestion and assist traffic flow both on Central Ave. and SR-60. Caltrans has prepared a Project Study Report (PSR) which is the next step to secure State and Regional funding for the project. San Bernardino Associated Government (SANBAG), Caltrans and the City of Chino, the City of Montclair and the County of San Bernardino will be financially responsible for the design and construction of the project.

Central Ave. is a major arterial street connecting Interstate 10, SR-60 and Expressway 71 freeways between the Cities of Chino, Ontario and Montclair. Once completed, the improvements will be immediately evident to the City of Chino, however, surrounding cities will also benefit from this improvement.

In addition, this improvement will accommodate future widening of SR-60, one lane each direction as a separate project. This project will help to reduce congestion and also facilitate regional goods movements from the ports of Los Angeles and Long Beach to the nation as SR 60 is one of two facilities that are utilized by trucks to access Interstate 15.

Project Status

Caltrans has prepared a Draft Project Study Report (PSR) proposing three alternatives to reduce congestion and assist traffic flow both on Central Avenue and SR-60. Once the PSR is approved, Caltrans anticipates a 30 month period for completion of the Project Approval/Environmental Document (PA/ED) portion of the project. Currently, Caltrans estimated the design and construction cost to be \$48,100,000 .

Budgetary Estimate Summary

The Environmental/Preliminary Engineering (PA/ED) 2012
Est. Total Project Cost: \$48,100,000

Funding Summary

Measure I	\$13,656,664
Chino	\$17,847,387
Montclair	\$116,777
County (Chino Sph)	\$175,165
County (Montclair Sph)	\$1,304,00